

CLAIMS

Claims 4-13 (withdrawn)

Claim 1

What I claim as my invention is: Detectable automatic braking system: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, connecting rod axis being fixed between center and rim of a round wheel, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D, and detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected, and

a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Claim 2

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to

be released by driver's button and rewind spring, of oval wheel structure Duo-H,

comprising once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

comprising brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock: pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device,

comprising automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

comprising once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer being installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

comprising color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver being able to switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

comprising braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect; using

movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

comprising equipping with one(s) of the following among braking units comprising:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor,

its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame on which an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel centered to ball bearing, the wheel pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G, and/or

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to

rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I., and

detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including: extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red and its beam having capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars, and

detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on, and

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other.



Before reorganizing:

Claim 1

What I claim as my invention is: Detectable automatic ..

Claim 2

What I claim as my invention is: Detectable automatic..

braking by pressing or pulling function, new pedals..

detectable automatic braking system referring to claim 2, wherein.. of triangle wheel structure,
detectable automatic braking system referring to claim 2, wherein.. of triangle wheel structure Duo,
detectable automatic braking system referring to claim 2, wherein.. of triangle wheel structure Du,
detectable automatic braking system referring to claim 2, wherein.. of round wheel structure Duo-A,
detectable automatic braking system referring to claim 2, wherein.. of round wheel structure Duo-a,
detectable automatic braking system referring to claim 2, wherein.. of screw & unscrew structure Duo-B,
detectable automatic braking system referring to claim 2, wherein.. of axis-gear structure Duo-C,
detectable automatic braking system referring to claim 2, wherein.. of extra outlet structure Duo-D,
detectable automatic braking system referring to claim 2, wherein.. of moving frame structure Duo-E,
detectable automatic braking system referring to claim 2, wherein.. of bracket drive structure Duo-F,
detectable automatic braking system referring to claim 2, wherein.. of direct spin structure Duo-G,
detectable automatic braking system referring to claim 2, wherein.. of oval wheel structure Duo-H,
detectable automatic braking system referring to claim 2, wherein.. of hexagonal wheel structure Duo-I.,
detectable automatic braking system referring to claim 2, wherein.. of automatic releasing process,
detectable automatic braking system referring to claim 2, wherein.. of lock device,
detectable automatic braking system referring to claim 2, wherein.. of automatic water switch,
detectable automatic braking system referring to claim 2, wherein.. of automatic lower speed system,
detectable automatic braking system referring to claim 2, wherein.. of automatic safety system,
detectable automatic braking system referring to claim 1 & 2 and.. the invention be used everywhere.

Currently reorganized:

Claim 1

What I claim as my invention is: Detectable automatic.. of extra outlet structure Duo-D, and..

Claim 2

What I claim as my invention is: Detectable automatic.. of oval wheel structure Duo-H,
comprising once obstruction being detected.. of automatic releasing process,
comprising brake motor be fixed between supporting springs.. of lock device,
comprising automatic water switch equipped to be connected.. of automatic water switch,
comprising once obstruction being detected, the third sensor/radar.. of automatic lower speed system,
comprising color signal sonorous lamp or recorded message being "on".. of automatic safety system,
comprising braking by pressing or pulling function, new pedals..
comprising equipping with one(s) of the following among braking units comprising: detectable automatic
braking system referring to claim 2, wherein.. of triangle wheel structure,
detectable automatic braking system referring to claim 2, wherein.. of triangle wheel structure Duo,
detectable automatic braking system referring to claim 2, wherein.. of triangle wheel structure Du,
detectable automatic braking system referring to claim 2, wherein.. of round wheel structure Duo-A,
detectable automatic braking system referring to claim 2, wherein.. of round wheel structure Duo-a,
detectable automatic braking system referring to claim 2, wherein.. of screw & unscrew structure Duo-B,
detectable automatic braking system referring to claim 2, wherein.. of axis-gear structure Duo-C,
detectable automatic braking system referring to claim 2, wherein.. of moving frame structure Duo-E,
detectable automatic braking system referring to claim 2, wherein.. of bracket drive structure Duo-F,
detectable automatic braking system referring to claim 2, wherein.. of direct spin structure Duo-G,
detectable automatic braking system referring to claim 2, wherein.. of hexagonal wheel structure Duo-I., and
detectable automatic braking system referring to claim 1 & 2 and.. the invention be used everywhere.

Claim 3 content remaining unchanged

CLAIMS

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AUG 26 2005

Claim 1 (Currently amended)

What I claim as my invention is : Detectable Back-driving automatic brake system & automatic braking system used for equipping in all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motor-vehicles, motorcycles, airplanes, ships etc., including:

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Claim 2 (Currently amended)

What I claim as my invention is : Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships, etc., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

Braking by pressing or pulling function, new pedals on FIG. 36, FIG. 37, rubber boot, safety covers on FIG. 35, braking positions against extra brake outlets on FIG. 38, automatic braking pedals L23 to L37 for proper automatic braking use without causing movement of vehicle pedal L shown on FIG. 39, FIG. 40, using their main parts wherein or movement of any other equipments, instruments having braking effect; using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils, etc, braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras, etc, having heating effect against snow, accessories.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force on FIG. 1, FIG. 2 of triangle wheel structure.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force on FIG. 3 to FIG. 5 of triangle wheel structure Duo.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 9, FIG. 10, FIG. 6 of triangle wheel structure Du.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 12 of round wheel structure Duo-A.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force on FIG. 14 of round wheel structure Duo-a.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame on FIG. 16 of screw & unscrew structure Duo-B.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring on FIG. 18 of axis-gear structure Duo-C.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin on FIG. 20 of extra outlet structure Duo-D.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, on which an extra outlet with hose, connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact on FIG. 22 of moving frame structure Duo-E.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force on FIG. 24 of bracket drive structure Duo-F.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring on FIG. 26 of direct spin structure Duo-G.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring on FIG. 28 of oval wheel structure Duo-H.

Detectable automatic braking system referring to claim 2, wherein once

obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring on FIG. 30 of hexagonal wheel structure Duo-I.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process.

Detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock: pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod on Du7, J2e of FIG. 9 and D7, J2d of FIG. 20, of lock device.

Detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over on FIG. 42 of automatic water switch.

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system.

Detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver may switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system.

Detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

~~Back driving as well as and structures by changing not, FIG. 1 network FIG. 31 FIG. 34, FIG. 41 parts control FIG. 43, includes projectors or any other similar equipments unit, the same buttons (red/yellow), covers, different types part pedals, automatic control lamps ball bearing, pin, arm, moving ball, frame, lock pin, ball bearing, iron bar, bracket, frame, arm, frame, arm, arm bracket, outer or inner bar outer or inner arm, iron bar, frame bar, ball bearing with pin, frame with moving ball, structure with frame with short rewind roller & ball bearings, round with roller & bearing, spring, Hidden frame, iron bar, pin, Iron outer or inner outer or inner arms, iron bar, or equivalent, hexagonal outer or inner bracket arm, iron bar, modification structures instead to the same.~~

Claim 3 (Currently amended)

What I claim as my invention is : Automatic stop lamp system for traffic light including:

Extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars,

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships, etc including:

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice

sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

~~control any other structures to the same effect, the is to have particular flash/color lighting or equivalent added onto sign (green red light) on (top) unit in~~